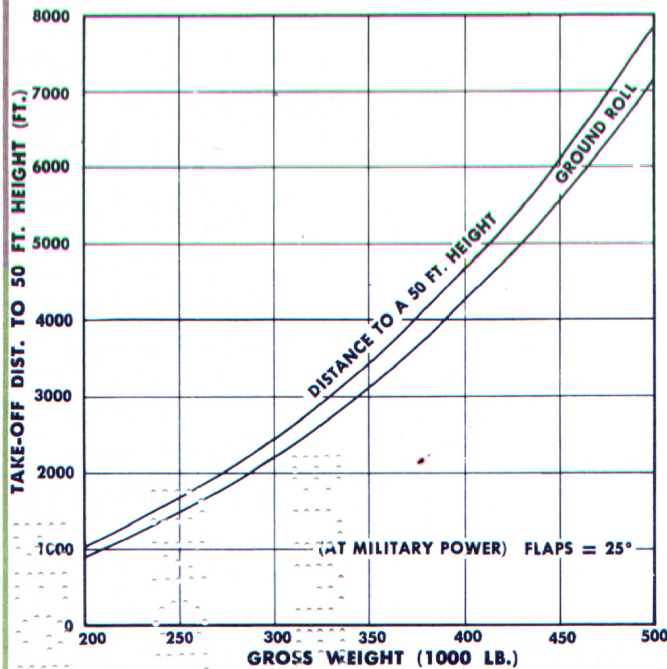


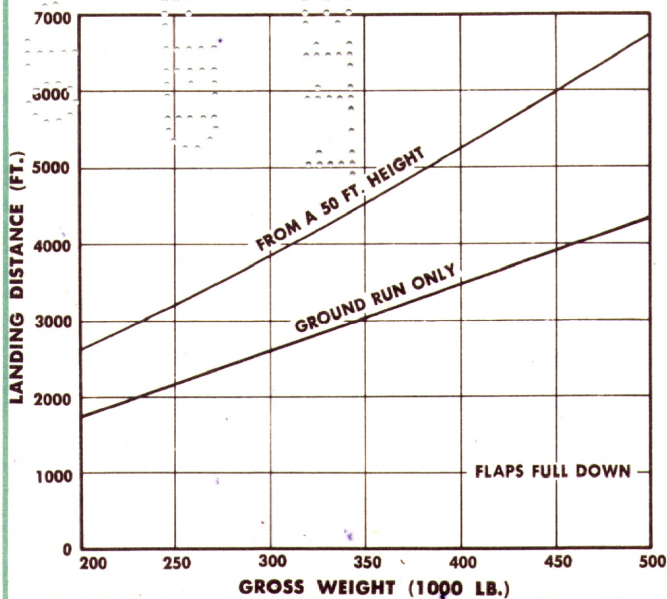
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TAKE-OFF DISTANCE VS GROSS WEIGHT

The take-off distances shown in this figure assume a lift-off and climb-out speed 10% above the zero-thrust stalling speed. A value of rolling coefficient of friction $\mu = .025$ was assumed in the calculation.

The take-off performance is essentially the same for both the cargo and in-flight refueler version.



LANDING DISTANCE VS GROSS WEIGHT

The landing distances shown in this figure are based on a speed at the 50-ft. height of 20% above the zero-thrust stalling speed and a touchdown speed 10% above the zero-thrust stalling speed. Thrust was added as necessary to limit the rate of descent to 25 ft./sec. for the descent distance and 30 ft./sec. for the transition distance. No reverse thrust was used in the ground run. A value of braking coefficient of friction $\mu = .30$ was assumed in the calculation.

The landing performance is approximately the same for the cargo and in-flight refueler versions.

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